

**2003**

**Virginia Department of Transportation  
Daily Traffic Volume Estimates  
Including Vehicle Classification Estimates**

where available

**Jurisdiction Report**

**59**

Middlesex County  
Town of Urbanna

Prepared By

**Virginia Department of Transportation  
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation  
Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

### Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Mobility Management Division  
2003  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Middlesex Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
3	5.84	6600	F	From:	Lancaster County Line				F	0.085	F	0.57	6800	F	2003	
				To:												
3	3.45	5100	F	From:	N SR 33 Harmony Village				C	0.087	F	0.549	5200	F	2003	
				To:												
3	3.20	6000	F	From:	S SR 33 Near Hartfield				F	0.09	F	0.519	6100	F	2003	
				To:	Matthews County Line											
17	0.81	12000	F	From:	Gloucester County Line				F	0.081	F	0.508	13000	F	2003	
				To:	Bus US 17; SR 33 South of Saluda											
17	1.02	5300	F	From:	Bus US 17 North of Saluda				F	0.079	F	0.514	5600	F	2003	
				To:												
17	2.79	6500	F	From:	59-603 Warner				F	0.083	F	0.500	6800	F	2003	
				To:												
17	2.38	5100	F	From:	59-602				F	0.079	F	0.545	5800	F	2003	
				To:	Essex County Line											
Bus 17	0.80	7100	F	From:	US 17 South of Saluda				C	0.08	F	0.503	7300	F	2003	
				To:	SR 33 Saluda											
Bus 17	0.83	3200	F	From:	US 17 North of Saluda				F	0.091	F	0.516	3300	F	2003	
				To:												
33 17	0.81	12000	F	From:	Gloucester County Line				F	0.081	F	0.508	13000	F	2003	
				To:	US 17 South of Saluda											
33 Bus 17	0.80	7100	F	From:	Bus US 17 Saluda				C	0.08	F	0.503	7300	F	2003	
				To:	US 17 Bus Saluda											
33	1.78	9100	F	From:	SR 227 Cooks Corner				C	0.086	F	0.561	9300	F	2003	
				To:												
33	2.93	8800	F	From:	59-619				F	0.094	F	0.523	8900	F	2003	
				To:												
33	2.18	8800	F	From:	SR 3 Harmony Village				F	0.095	F	0.526	9000	F	2003	
				To:												
33 3	3.45	5100	F	From:	SR 3 Near Hartfield				C	0.087	F	0.549	5200	F	2003	
				To:												
33	2.15	4200	F	From:	59-628				F	0.094	F	0.511	4300	F	2003	
				To:												
33	4.26	5100	F	From:	59-636				C	0.09	F	0.516	5200	F	2003	
				To:												
33	2.00	1000	F	From:	Stingray Point				F	0.11	F	0.548	1000	F	2003	
				To:												
227	2.35	3900	F	From:	SR 33 Cooks Corner				C	0.093	F	0.527	4000	F	2003	
				To:	ECL Urbanna											
Town of Urbanna																
227	0.63	3900	N	From:	ECL Urbanna				N	0.093	N	0.527	4000	N	2003	
				To:	WCL Urbanna											
Middlesex County																
600	0.20	40	R	From:	Dead End								NA			05/03/2000
				To:	Essex County Line											

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						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
(601)	1.50	60	R	From:	US 17						NA			NA		05/03/2000
				To:	Dead End											
(602)	2.81	220	F	From:	King & Queen County Line					F	0.102	F	0.583	220	F	2003
				To:	US 17 NORTH											
(602)	2.78	1200	F	From:	US 17 SOUTH					F	0.09	F	0.532	1300	F	2003
				To:	59-637											
(602)	2.75	2200	F	From:	95% 0% 3% 1% 1% 0%					C	0.093	F	0.580	2200	F	2003
				To:	WCL URBANNA											
(603)	1.30	600	F	From:	King & Queen County Line					F	0.1	F	0.527	620	F	2003
				To:	59-612											
(603)	1.97	340	F	From:	96% 1% 2% 0% 1% 0%					F	0.126	F	0.558	350	F	2003
				To:	US 17											
(603)	2.33	480	F	From:	96% 1% 2% 0% 1% 0%					C	0.11	F	0.623	490	F	2003
				To:	59-602											
(604)	0.75	100	R	From:	Dead End						NA			NA		05/14/2003
				To:	59-605 NORTH											
(604)	1.00	240	R	From:	59-605 SOUTH						NA			NA		05/14/2003
				To:	59-648											
(604)	2.05	70	R	From:	Dead End						NA			NA		05/14/2003
				To:	US 17											
(605)	2.22	590	R	From:	Dead End						NA			NA		05/08/2000
				To:	59-604 SOUTH											
(605)	0.50	180	R	From:	59-604 NORTH						NA			NA		05/08/2000
				To:	Dead End											
(605)	0.80	20	R	From:	US 17 SOUTH						NA			NA		05/14/2003
				To:	59-666											
(606)	3.29	120	R	From:	US 17 NORTH						NA			NA		05/08/2003
				To:	59-602											
(606)	1.23	50	R	From:	59-640						NA			NA		05/08/2003
				To:	Dead End											
(607)	1.53	160	R	From:	59-610						NA			NA		05/03/2000
				To:	59-1030											
(607)				From:	59-602						NA			NA		05/03/2000
				To:	59-609											
(608)	0.80	160	R	From:	59-640						NA			NA		05/23/2000
				To:	Dead End											
(608)				From:	59-610						NA			NA		05/03/2000
				To:	59-1030											
(609)	1.84	270	R	From:	59-602						NA			NA		05/03/2000
				To:	59-609											
(610)	0.60	560	R	From:	59-609						NA			NA		05/03/2000
				To:	59-640											
(610)	2.30	280	R	From:	Dead End						NA			NA		05/03/2000
				To:	US 17											
(611)	0.30	40	R	From:	Dead End						NA			NA		05/08/2003
				To:	US 17											



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						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
612	2.60	300	R	From:	59-603					NA				NA		05/03/2000
				To:	59-602											
613	0.40	70	R	From:	59-603					NA				NA		05/03/2000
				To:	US 17											
614	0.80	70	R	From:	US 17 SOUTH					NA				NA		05/08/2003
				To:	59-618											
614	0.50	70	R	From:	59-618					NA				NA		05/08/2003
				To:	US 17 NORTH											
615	0.55	80	R	From:	Dead End					NA				NA		05/08/2003
				To:	US 17											
615	1.80	140	R	From:	US 17					NA				NA		05/19/2003
				To:	59-616											
615	0.99	1300	F	97%	1%	1%	0%	1%	0%	C	0.096	F	0.512	1300	F	2003
				From:	59-602 WEST											
615	1.00	450	R	From:	59-602 EAST					NA				NA		06/01/2000
				To:	Dead End											
616	1.42	1200	F	97%	1%	1%	0%	1%	0%	C	0.093	F	0.597	1200	F	2003
				From:	59-615											
616				To:	US 17											
				From:	US 17 BUS											
617	0.17	290	R							NA				NA		05/23/2000
617	0.53	49	R	To:	59-698					NA				NA		05/23/2000
				From:	Dead End											
618	4.22	90	R	From:	59-614					NA				NA		05/08/2003
				To:	US 17 SOUTH											
618	0.08	210	R	From:	US 17 NORTH					NA				NA		06/04/2003
				To:	US 17 BUS; SR 33											
618	0.05	1300	R	From:	US 17 BUS; SR 33					NA				NA		06/04/2003
				To:	59-674											
618	1.35	360	R	From:	59-674					NA				NA		06/04/2003
				To:	Dead End											
619	0.50	390	R	From:	59-629					NA				NA		05/08/2000
				To:	59-620											
619	1.04	660	R	From:	59-620					NA				NA		05/08/2000
				To:	59-668											
619	0.36	820	R	From:	59-668					NA				NA		05/08/2000
				To:	SR 33 EAST											
619	0.60	230	R	From:	SR 33 WEST					NA				NA		05/17/2000
				To:	59-669											
619	0.20	20	R	From:	59-669					NA				NA		05/17/2000
				To:	Dead End											
620	1.20	260	R	From:	59-619					NA				NA		05/21/2003
				To:	SR 33											
620	0.61	130	R	From:	SR 33					NA				NA		05/21/2003
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
621	0.74	240	R	From:	SR 3					NA			NA			05/21/2003
				To:	Dead End											
622	0.77	3000	F	From:	59-623				C	0.094	F	0.583	3100	F		2003
				To:	SR 3											
623	0.49	3100	F	From:	59-624				C	0.092	F	0.581	3100	F		2003
				To:	59-622											
623	0.80	460	R	From:	59-661					NA			NA			05/21/2003
				To:	59-661											
623	0.10	170	R	From:	59-704					NA			NA			05/21/2003
				To:	Dead End											
623	0.10	49	R	From:	59-626				C	0.089	F	0.568	3200	F		2003
				To:	59-623											
624	1.20	470	R	From:	SR 3					NA			NA			05/21/2003
				To:	SR 3											
625	1.40	350	R	From:	59-624					NA			NA			05/11/2000
				To:	59-624											
625	3.00	460	F	From:	59-628				C	0.114	F	0.615	470	F		2003
				To:	59-628											
626	0.43	3700	F	From:	SR 3				C	0.086	F	0.525	3800	F		2003
				To:	59-624											
626	1.10	580	R	From:	59-625 WEST					NA			NA			05/11/2000
				To:	59-625 EAST											
626	1.30	430	R	From:	Dead End					NA			NA			05/17/2000
				To:	Dead End											
627	1.10	160	R	From:	59-625					NA			NA			05/17/2000
				To:	Dead End											
628	1.00	950	F	From:	SR 33				C	0.1	F	0.59	960	F		2003
				To:	59-625											
628	0.45	720	R	From:	59-702					NA			NA			05/15/2000
				To:	Dead End											
629	2.50	850	F	From:	59-707				F	0.092	F	0.643	860	F		2003
				To:	59-619											
629	4.14	870	F	From:	SR 33				C	0.105	F	0.671	880	F		2003
				To:	SR 33											
630	0.70	110	R	From:	Dead End					NA			NA			05/11/2000
				To:	SR 3											
630	1.00	1500	F	From:	SR 3				C	0.101	F	0.562	1600	F		2003
				To:	SR 33											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Middlesex County</b>																
(631)	0.77	870	R	From:	SR 33						NA			NA		05/27/2003
				To:	59-716						NA			NA		05/27/2003
(631)	0.04	550	R	From:	59-712						NA			NA		05/27/2003
(631)	0.59	130	R	From:	59-709						NA			NA		05/27/2003
				To:	Dead End						NA			NA		06/04/2003
(632)	0.90	240	R	From:	Dead End						NA			NA		06/04/2003
(633)	0.62	320	R	From:	59-632						NA			NA		06/04/2003
(633)	0.80	540	R	From:	SR 33						NA			NA		06/04/2003
				To:	Dead End						NA			NA		05/17/2000
(634)	1.00	290	R	From:	Dead End						NA			NA		05/08/2003
(635)	0.80	50	R	From:	59-602						NA			NA		05/08/2003
				To:	SR 33						NA			NA		05/14/2003
(636)	1.30	600	F	96%	0%	3%	0%	0%	0%	C	0.094	F	0.557	610	F	2003
				To:	Dead End						NA			NA		05/14/2003
(637)	1.25	560	R	From:	59-656						NA			NA		05/14/2003
(637)	0.10	60	R	From:	Dead End						NA			NA		05/17/2000
				To:	SR 33 WEST						NA			NA		05/21/2003
(638)	0.30	70	R	From:	SR 33 EAST						NA			NA		05/21/2003
				To:	SR 33						NA			NA		05/21/2003
(639)	0.30	600	R	From:	59-713						NA			NA		05/21/2003
(639)	0.39	200	R	From:	Dead End						NA			NA		05/21/2003
				To:	US 17						NA			NA		05/14/2003
(640)	2.30	760	F	94%	1%	2%	1%	3%	0%	C	0.106	F	0.575	780	F	2003
				To:	59-679						NA			NA		05/14/2003
(640)	2.45	500	F	94%	1%	2%	1%	3%	0%	F	0.112	F	0.646	510	F	2003
				To:	59-651						NA			NA		05/14/2003
(640)	0.20	280	R	From:	59-682						NA			NA		05/14/2003
(640)	0.35	20	R	From:	Dead End						NA			NA		05/21/2003
				To:	Dead End						NA			NA		05/21/2003
(641)	0.80	130	R	From:	59-629 EAST						NA			NA		05/21/2003
				To:	59-629 WEST						NA			NA		05/21/2003
(641)	0.44	380	R	From:	SR 33; SR 227						NA			NA		05/21/2003
				To:	US 17						NA			NA		05/03/2000
(642)	0.02	220	R	From:	59-606						NA			NA		05/03/2000
				To:												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
(643)	0.40	280	R	From:	SR 33					NA			NA		05/27/2003	
				To:	59-636											
(643)	0.40	49	R	From:						NA			NA		05/27/2003	
				To:	Dead End											
(644)	1.00	70	R	From:	Dead End					NA			NA		05/08/2000	
				To:	59-629											
(645)	1.57	240	R	From:	SR 3					NA			NA		05/21/2003	
				To:	Dead End											
(646)	0.04	730	R	From:	SR 3					NA			NA		05/11/2000	
				To:	59-663; 59-699											
(646)	0.78	180	R	From:						NA			NA		05/11/2000	
				To:	Dead End											
(647)	0.63	40	R	From:	Dead End					NA			NA		05/08/2003	
				To:	59-605											
(648)	1.97	120	R	From:	59-604					NA			NA		05/14/2003	
				To:	Dead End											
(650)	0.15	10	R	From:	Dead End					NA			NA		05/27/2003	
				To:	0.15 ME Dead End											
(650)	0.08	30	R	From:						NA			NA		05/27/2003	
				To:	59-636											
(651)	0.65	90	R	From:	59-640					NA			NA		05/23/2000	
				To:	59-685											
(651)	0.52	30	R	From:						NA			NA		05/14/2003	
				To:	Dead End											
(652)	0.45	550	R	From:	SR 33					NA			NA		06/04/2003	
				To:	59-664											
(652)	0.05	140	R	From:						NA			NA		06/04/2003	
				To:	Dead End											
(653)	0.34	20	R	From:	SR 3					NA			NA		05/11/2000	
				To:	SR 3											
(654)	0.50	90	R	From:	Dead End					NA			NA		05/27/2003	
				To:	SR 33											
(655)	0.21	40	R	From:	Dead End					NA			NA		05/11/2000	
				To:	SR 3											
(656)	0.40	200	R	From:	59-637					NA			NA		05/23/2000	
				To:	Dead End											
(657)	1.09	290	R	From:	SR 3					NA			NA		05/17/2000	
				To:	Dead End											
(658)	0.55	40	R	From:	59-695					NA			NA		05/08/2003	
				To:	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
(659)	0.13	220	R	From:	Dead End					NA			NA		05/27/2003	
				To:	59-636											
(660)	0.34	200	R	From:	Dead End					NA			NA		05/27/2003	
				To:	59-683											
(660)	0.16	490	R	From:						NA			NA		05/27/2003	
				To:	SR 33											
(660)	0.09	20	R	From:						NA			NA		06/04/2003	
				To:	Dead End											
(661)	0.20	6	R	From:	59-623					NA			NA		05/17/2000	
				To:	Dead End											
(662)	0.40	70	R	From:	SR 33; 59-688					NA			NA		05/27/2003	
				To:	Dead End											
(663)	1.01	320	R	From:	59-646; 59-699					NA			NA		05/11/2000	
				To:	Dead End											
(664)	0.17	90	R	From:	Dead End					NA			NA		05/15/2000	
				To:	59-672											
(664)	0.15	270	R	From:						NA			NA		05/15/2000	
				To:	59-652											
(665)	0.40	60	R	From:	Dead End					NA			NA		05/08/2003	
				To:	US 17; 59-616											
(666)	1.23	30	R	From:	Dead End					NA			NA		05/08/2003	
				To:	59-606											
(667)	0.40	70	R	From:	59-629					NA			NA		05/21/2003	
				To:	Dead End											
(668)	0.40	180	R	From:	Dead End					NA			NA		05/08/2000	
				To:	59-619											
(669)	0.60	120	R	From:	59-619					NA			NA		05/21/2003	
				To:	Dead End											
(670)	0.58	NA		From:	Dead End					NA			NA			
				To:	59-640											
(671)	0.16	80	R	From:	Dead End					NA			NA		05/23/2000	
				To:	US 17 BUS											
(672)	0.65	130	R	From:	59-664					NA			NA		06/04/2003	
				To:	Dead End											
(673)	0.51	110	R	From:	SR 33					NA			NA		05/17/2000	
				To:	Dead End											
(674)	0.16	230	R	From:	59-618					NA			NA		06/04/2003	
				To:	59-706											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
675	0.05	230	R	From:	SR 33					NA			NA		05/23/2000	
				To:	59-674											
676	2.27	560	R	From:	59-602					NA			NA		05/14/2003	
				To:	Dead End											
677	0.52	120	R	From:	59-636					NA			NA		05/27/2003	
				To:	Dead End											
678	0.41	120	R	From:	SR 3					NA			NA		05/11/2000	
				To:	Dead End											
679	0.35	60	R	From:	59-640					NA			NA		05/14/2003	
				To:	Dead End											
680	0.74	350	R	From:	59-602					NA			NA		06/01/2000	
				To:	Dead End											
681	0.63	80	R	From:	SR 33					NA			NA		05/17/2000	
				To:	Dead End											
682	0.32	120	R	From:	59-640					NA			NA		05/23/2000	
				To:	Dead End											
683	0.33	270	R	From:	Dead End					NA			NA		05/27/2003	
				To:	59-660											
684	0.86	540	R	From:	59-602					NA			NA		06/01/2000	
				To:	Dead End											
685	0.15	10	R	From:	Dead End					NA			NA		05/14/2003	
				To:	59-651											
686	0.55	210	R	From:	59-622					NA			NA		05/21/2003	
				To:	Dead End											
687	0.50	60	R	From:	US 17					NA			NA		05/08/2003	
				To:	Dead End											
688	0.24	230	R	From:	SR 33; 59-662					NA			NA		05/27/2003	
				To:	Dead End											
689	0.13	30	R	From:	59-659					NA			NA		05/27/2003	
				To:	59-636											
690	1.42	930	R	From:	Dead End					NA			NA		05/21/2003	
				To:	59-629											
691	0.25	30	R	From:	59-602					NA			NA		05/23/2000	
				To:	59-602											
692	0.06	40	R	From:	Dead End					NA			NA		06/04/2003	
				To:	59-701											
692	0.09	90	R	From:						NA			NA		06/04/2003	
				To:	US 17 BUS											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Middlesex County																	
693	2.94	70	R	From:	59-640						NA			NA		05/23/2000	
				To:	Dead End												
694	0.52	60	R	From:	59-663						NA			NA		05/08/2003	
				To:	Dead End												
695	1.06	70	R	From:	US 17						NA			NA		1997	
				To:	59-602												
696	0.49	46	R	From:	SR 33						NA			NA		05/17/2000	
				To:	Dead End												
697	0.17	60	R	From:	US 17 BUS						NA			NA		05/23/2000	
				To:	59-698												
698	0.07	30	R	From:	59-617						NA			NA		05/23/2000	
				To:	59-697												
699	0.31	270	R	From:	59-646; 59-663						NA			NA		05/11/2000	
				To:	Dead End												
700	0.06	130	R	From:	Dead End						NA			NA		05/08/2000	
				To:	59-629												
701	0.06	20	R	From:	59-692						NA			NA		06/04/2003	
				To:	59-671												
702	0.79	540	R	From:	59-628						NA			NA		05/15/2000	
				To:	Dead End												
703	0.78	360	R	From:	Dead End						NA			NA		06/04/2003	
				To:	SR 33												
704	0.39	110	R	From:	59-623						NA			NA		05/17/2000	
				To:	Dead End												
705	0.46	360	R	From:	Dead End						NA			NA		05/08/2000	
				To:	59-629												
706	0.07	190	R	From:	SR 33						NA			NA		05/23/2000	
				To:	Dead End												
707	0.34	1200	R	From:	SR 3 EAST						NA			NA		05/11/2000	
				To:	59-708												
707	0.07	1200	R	From:							NA			NA		05/11/2000	
707	0.30	690	F	From:	90%	1%	1%	6%	1%	0%	C	0.102	F	0.507	710	F	2003
				To:	SR 3												
708	1.40	110	R	From:	Dead End						NA			NA		05/11/2000	
				To:	59-707												
709	0.25	80	R	From:	Dead End						NA			NA		05/27/2003	
				To:	59-631												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
710	0.35	400	R	From:	Dead End						NA			NA		05/15/2000
				To:	SR 33											
711	0.08	40	R	From:	US 17						NA			NA		05/08/2000
				To:	59-647											
712	1.07	410	R	From:	59-631						NA			NA		05/15/2000
				To:	Dead End											
713	0.55	140	R	From:	59-639						NA			NA		05/21/2003
				To:	Dead End											
714	0.34	150	R	From:	59-712						NA			NA		05/27/2003
				To:	Dead End											
715	0.15	40	R	From:	Cul-de-Sac						NA			NA		06/01/2000
				To:	59-676											
716	0.07	220	R	From:	59-631						NA			NA		05/27/2003
				To:	59-717											
717	0.19	200	R	From:	59-716						NA			NA		05/27/2003
				To:	59-718											
718	0.15	130	R	From:	59-717						NA			NA		05/27/2003
				To:	59-720											
719	0.34	6	R	From:	59-605 SOUTH						NA			NA		05/08/2000
				To:	59-605 NORTH											
720	0.12	110	R	From:	59-718						NA			NA		05/15/2000
				To:	59-721											
720	0.17	80	R	From:	59-721						NA			NA		05/15/2000
				To:	Dead End											
721	0.02	20	R	From:	Cul-de-Sac						NA			NA		05/15/2000
				To:	59-720											
725	0.70	280	R	From:	Dead End						NA			NA		05/11/2000
				To:	59-629											
727	0.20	40	R	From:	59-625						NA			NA		05/17/2000
				To:	Dead End											
730	0.10	660	R	From:	SR 3						NA			NA		05/23/2000
				To:	Dead End											
740	0.13	110	R	From:	Dead End						NA			NA		05/21/2003
				To:	59-620											
Town of Urbanna																
1001	0.33	910	F	99%	0%	0%	0%	0%	0%	C	0.103	F	0.582	920	F	2003
				To:	59-1006											
1001	0.14	540	F	99%	1%	0%	0%	0%	0%	F	0.123	F	0.563	550	F	2003
				To:	59-1007											



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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Urbanna																
1001	0.18	220	F	From:	59-1007					C	0.123	F	0.607	220	F	2003
				To:	59-1014											
1002	0.23	380	R	From:	Dead End						NA		NA		05/19/2003	
				To:	SR 227; 59-1005											
1003	0.12	900	R	From:	59-1009						NA		NA		05/19/2003	
				To:	SR 227											
1004	0.05	140	R	From:	Dead End						NA		NA		05/19/2003	
				To:	SR 227											
1005	0.25	730	F	99%	0%	0%	1%	0%	0%	C	0.101	F	0.551	740	F	2003
1005	0.15	560	F	From:	59-1006					F	0.102	F	0.594	570	F	2003
				To:	59-1007											
1005	0.09	230	R	From:							NA		NA		05/19/2003	
				To:	59-1013											
1005	0.06	100	R	From:	59-1008						NA		NA		05/19/2003	
				To:	59-1001											
1006	0.10	240	F	97%	1%	0%	1%	0%	0%	C	0.115	F	0.5	240	F	2003
1006	0.14	100	R	From:	59-1005						NA		NA		05/19/2003	
				To:	Dead End											
1007	0.10	70	R	From:	59-1001						NA		NA		05/19/2003	
				To:	59-1005											
1007	0.07	220	R	From:	59-1022						NA		NA		05/19/2003	
				To:	59-1001											
1008	0.13	80	R	From:	59-1014						NA		NA		05/19/2003	
				To:	59-1003											
1009	0.04	1000	R	From:	59-1003						NA		NA		05/19/2003	
				To:	SR 227											
Middlesex County																
1010	0.08	45	R	From:	Dead End						NA		NA		05/14/2003	
				To:	59-1023 SOUTH											
1010	0.17	160	R	From:	59-1016						NA		NA		05/14/2003	
				To:	29-1016											
1010	0.14	260	R	From:	59-1023 NORTH						NA		NA		05/14/2003	
				To:	SR 227											
Town of Urbanna																
1010	0.05	480	R	From:	SR 227						NA		NA		05/19/2003	
				To:	59-1025											
1010	0.06	370	R	From:	59-1019						NA		NA		05/19/2003	
				To:	59-1020											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
1011	0.50	350	R	From:	Dead End						NA			NA		05/14/2003
				To:	59-602											
Town of Urbanna																
1012	0.30	260	R	From:	Dead End						NA			NA		05/19/2003
				To:	59-1005											
1013	0.17	100	R	From:	59-1001						NA			NA		05/19/2003
				To:	59-1014											
1014	0.19	100	R	From:	59-1001						NA			NA		05/19/2003
				To:	59-1013											
1015	0.11	160	R	From:	SR 227						NA			NA		05/19/2003
				To:	ECL Urbanna											
Middlesex County																
1016	0.25	80	R	From:	Dead End						NA			NA		05/14/2003
				To:	59-1010											
Town of Urbanna																
1017	0.04	510	R	From:	SR 227						NA			NA		05/19/2003
				To:	Dead End											
1018	0.13	140	R	From:	Dead End						NA			NA		05/19/2003
				To:	59-1001											
1019	0.12	100	R	From:	59-1021						NA			NA		05/19/2003
				To:	59-1001											
1020	0.05	70	R	From:	Dead End						NA			NA		05/19/2003
				To:	59-1021											
1020	0.12	170	R	From:	59-1021						NA			NA		05/19/2003
				To:	59-1001											
1021	0.14	70	R	From:	59-1019						NA			NA		05/19/2003
				To:	Dead End											
1022	0.04	30	R	From:	Dead End						NA			NA		05/19/2003
				To:	59-1007											
1022	0.05	110	R	From:	59-1007						NA			NA		05/19/2003
				To:	Dead End											
Middlesex County																
1023	0.06	280	R	From:	59-1010 NORTH						NA			NA		05/14/2003
				To:	59-1024 NORTH											
1023	0.24	60	R	From:	59-1024 NORTH						NA			NA		05/14/2003
				To:	59-1024 SOUTH											
1023	0.06	80	R	From:	59-1024 SOUTH						NA			NA		05/14/2003
				To:	59-1010 SOUTH											
1024	0.22	270	R	From:	59-1023 SOUTH						NA			NA		05/14/2003
				To:	59-1023 NORTH											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Urbanna																
1025	0.06	8	R	From:	Dead End					NA			NA			05/19/2003
				To:	59-1010											
1026	0.06	30	R	From:	59-1001					NA			NA			05/19/2003
				To:	Cul-de-Sac											
1027	0.06	130	R	From:	59-1001					NA			NA			05/19/2003
				To:	Cul-de-Sac											
1028	0.12	140	R	From:	59-1001					NA			NA			05/19/2003
				To:	Cul-de-Sac											
Middlesex Countv																
1030	0.04	50	R	From:	59-1032					NA			NA			05/03/2000
				To:	59-1031											
1030	0.09	70	R	From:	59-1031					NA			NA			05/03/2000
				To:	59-609											
1031	0.16	60	R	From:	59-1030					NA			NA			05/03/2000
				To:	59-1033											
1031	0.03	20	R	From:	59-1033					NA			NA			05/03/2000
				To:	Dead End											
1032	0.24	30	R	From:	Dead End					NA			NA			05/14/2003
				To:	59-1030											
1032	0.16	20	R	From:	29-1030					NA			NA			05/14/2003
				To:	59-1033											
1033	0.04	8	R	From:	59-1032					NA			NA			05/03/2000
				To:	59-1031											
1035	1.56	370	R	From:	Dead End					NA			NA			05/11/2000
				To:	SR 3											
1036	0.66	90	R	From:	Cul-de-Sac					NA			NA			05/11/2000
				To:	59-1035											
1037	0.92	110	R	From:	Cul-de-Sac					NA			NA			05/21/2003
				To:	59-1035											
1040	1.11	100	R	From:	Dead End					NA			NA			05/27/2003
				To:	SR 33											
1041	0.78	270	R	From:	SR 33					NA			NA			06/04/2003
				To:	59-1090; 59-1091											
1041	0.48	130	R	From:	59-1090; 59-1091					NA			NA			06/04/2003
				To:	59-1094											
1042	0.43	180	R	From:	59-1044					NA			NA			06/04/2003
				To:	SR 33											
1043	0.77	170	R	From:	Cul-de-Sac					NA			NA			06/04/2003
				To:	SR 33											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
1044	0.40	50	R	From:	Cul-de-Sac					NA			NA		06/04/2003	
				To:	59-1043											
1045	0.14	110	R	From:	59-615					NA			NA		06/01/2000	
				To:	Cul-de-Sac											
1046	0.13	130	R	From:	Cul-de-Sac					NA			NA		06/01/2000	
				To:	59-615											
1047	0.18	80	R	From:	Cul-de-Sac					NA			NA		06/01/2000	
				To:	Cul-de-Sac											
1050	0.09	40	R	From:	Cul-de-Sac					NA			NA		06/01/2000	
				To:	59-676											
1051	0.09	50	R	From:	Cul-de-Sac					NA			NA		06/01/2000	
				To:	59-676											
1052	0.26	140	R	From:	Cul-de-Sac					NA			NA		06/01/2000	
				To:	59-676											
1053	0.06	40	R	From:	59-676					NA			NA		06/01/2000	
				To:	59-1054											
1054	0.12	30	R	From:	Cul-de-Sac					NA			NA		06/01/2000	
				To:	59-1053											
1054	0.08	10	R	From:	Cul-de-Sac					NA			NA		06/01/2000	
				To:	Cul-de-Sac											
1055	0.09	40	R	From:	Cul-de-Sac					NA			NA		06/01/2000	
				To:	59-1056											
1055	0.19	90	R	From:	59-676					NA			NA		06/01/2000	
				To:	59-676											
1056	0.10	49	R	From:	Cul-de-Sac					NA			NA		06/01/2000	
				To:	59-1055											
1060	0.13	250	R	From:	SR 3					NA			NA		06/04/2003	
				To:	59-1061											
1061	0.99	70	R	From:	Dead End					NA			NA		06/04/2003	
				To:	Cul-de-Sac											
1062	0.07	30	R	From:	59-1061					NA			NA		06/04/2003	
				To:	Cul-de-Sac											
1063	0.22	30	R	From:	59-1061					NA			NA		06/04/2003	
				To:	Cul-de-Sac											
1064	0.07	30	R	From:	59-1061					NA			NA		06/04/2003	
				To:	Cul-de-Sac											
1070	0.70	170	R	From:	SR 227					NA			NA		05/19/2003	
				To:	Cul-de-Sac											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Middlesex County																	
1071	0.08	150	R	From:	59-1070						NA			NA		05/19/2003	
				To:	Cul-de-Sac												
1072	0.12	80	R	From:	59-1071						NA			NA		05/19/2003	
				To:	Cul-de-Sac												
1080	1.81	190	R	From:	Dead End						NA			NA		06/04/2003	
				To:	SR 3												
1081	0.26	40	R	From:	59-1080						NA			NA		06/04/2003	
				To:	Dead End												
1082	0.45	NA		From:	59-1081						NA			NA			
				To:	Dead End												
1090	0.16	NA		From:	Cul-de-Sac						NA			NA			
				To:	59-1041; 59-1091												
1091	0.64	NA		From:	59-1041; 59-1090						NA			NA			
				To:	59-1041												
1092	0.25	NA		From:	59-1091						NA			NA			
				To:	Cul-de-Sac												
1093	0.17	NA		From:	59-1091						NA			NA			
				To:	Cul-de-Sac												
1094	0.14	NA		From:	Cul-de-Sac						NA			NA			
				To:	Cul-de-Sac												
1101	0.70	480	F	From:	96%	1%	3%	0%	1%	0%	C	0.097	F	0.547	490	F	2003
				To:	SR 33												
1102	1.13	680	F	From:	94%	0%	5%	0%	0%	0%	C	0.101	F	0.507	700	F	2003
				To:	SR 33												
1103	0.50	150	R	From:	SR 33						NA			NA		05/27/2003	
				To:	59-1102												
1104	0.50	390	F	From:	96%	1%	3%	0%	0%	0%	C	0.122	F	0.521	400	F	2003
				To:	59-1102												
1105	0.23	180	R	From:	59-1102						NA			NA		05/27/2003	
				To:	Dead End												
1106	0.12	230	R	From:	SR 33						NA			NA		05/27/2003	
				To:	Dead End												
1107	0.22	110	R	From:	Dead End						NA			NA		05/27/2003	
				To:	59-1101												
1108	0.33	110	R	From:	Dead End						NA			NA		05/27/2003	
				To:	59-1104												
1109	0.16	80	R	From:	Dead End						NA			NA		05/27/2003	
				To:	59-636												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Middlesex County																
1110	0.18	270	R	From:	SR 33					NA			NA			05/27/2003
				To:	Dead End											
1111	0.43	220	R	From:	Dead End					NA			NA			05/27/2003
				To:	59-1102											
1112	0.15	160	R	From:	SR 33					NA			NA			05/27/2003
				To:	Dead End											
1113	0.28	110	R	From:	Dead End					NA			NA			05/27/2003
				To:	SR 33											
1120	0.40	150	R	From:	59-633					NA			NA			05/15/2000
				To:	59-1121											
1121	0.09	70	R	From:	59-1124					NA			NA			05/15/2000
				To:	59-1123											
1121	0.06	100	R	From:	59-1123					NA			NA			05/15/2000
				To:	59-1120											
1121	0.05	80	R	From:	59-1120					NA			NA			05/15/2000
				To:	59-1122											
1121	0.01	6	R	From:	59-1122					NA			NA			05/15/2000
				To:	Dead End											
1122	0.18	80	R	From:	Cul-de-Sac					NA			NA			05/15/2000
				To:	59-1121											
1123	0.11	60	R	From:	Cul-de-Sac					NA			NA			05/15/2000
				To:	59-1121											
1124	0.05	45	R	From:	59-1121					NA			NA			05/15/2000
				To:	Cul-de-Sac											
1130	0.51	NA		From:	SR 33					NA			NA			
				To:	Dead End											
9256	0.15	20	R	From:	SR 33					NA			NA			06/04/2003
				To:	St Clair Walker Sch											
9257	0.09	10	R	From:	SR 33					NA			NA			05/27/2003
				To:	Wilton Elem Sch											
9258	0.15	220	R	From:	US 17					NA			NA			05/21/2003
				To:	Middlesex High Sch											
9259	0.11	140	R	From:	SR 33					NA			NA			06/04/2003
				To:	Rappahannock Elem Sch											